
Subject: Re: If you know cars and engines...
Posted by [light](#) on Wed, 14 Nov 2007 20:43:39 GMT
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nikki6ixx wrote on Wed, 14 November 2007 19:56Rats. The link is down. He's gotten too popular. Works for me.

Quote of original post:

Quote:First off, Jay, stay out of this.

Ok. I didn't want to mention it but I was thinking about turbo charging my Vette. I got to thinking about it and how in efficient even turbos are (compressor efficiencies of about 80% at best).

Since a turbo's function is to pressurize incoming air and force it into the upper motor, and turbos are driven by high pressure exhaust gas created from the combustion process, couldn't I just bypass the turbo altogether and route my headers back into the throttle bodies?

Since I have CFI, I could balance the DEI (direct exhaust injection as I just coined it) by feeding one header into each throttle body. Yes, the charge air wouldn't be that cold, but it would be under a hell of a lot more pressure.

I attached a quick sketch below:

There are still a few things I need to work out:

- 1) How do I get the CFI aircleaner to fit in a way that hides this plumbing?
- 2) Does anyone make a V-band clamp that will bolt an exhaust header to a CFI throttle body?
- 3) What pinion angle should I use in my rear-end? I'm sure there will be a noticeable difference in torque output.

What do you guys think?
